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Elections to be held in B-CS

By Craig Renfro
Staff Writer

It's time to wipe the dust off your voter registration card and head to the polls, because Saturday is election day and up for grabs are spots on the College Station and Bryan city councils and school boards.

The polls open at 7 a.m. and close at 7 p.m. Voters should bring their registration card and vote at the district indicated on their card, says Diane Jones, College Station city secretary.

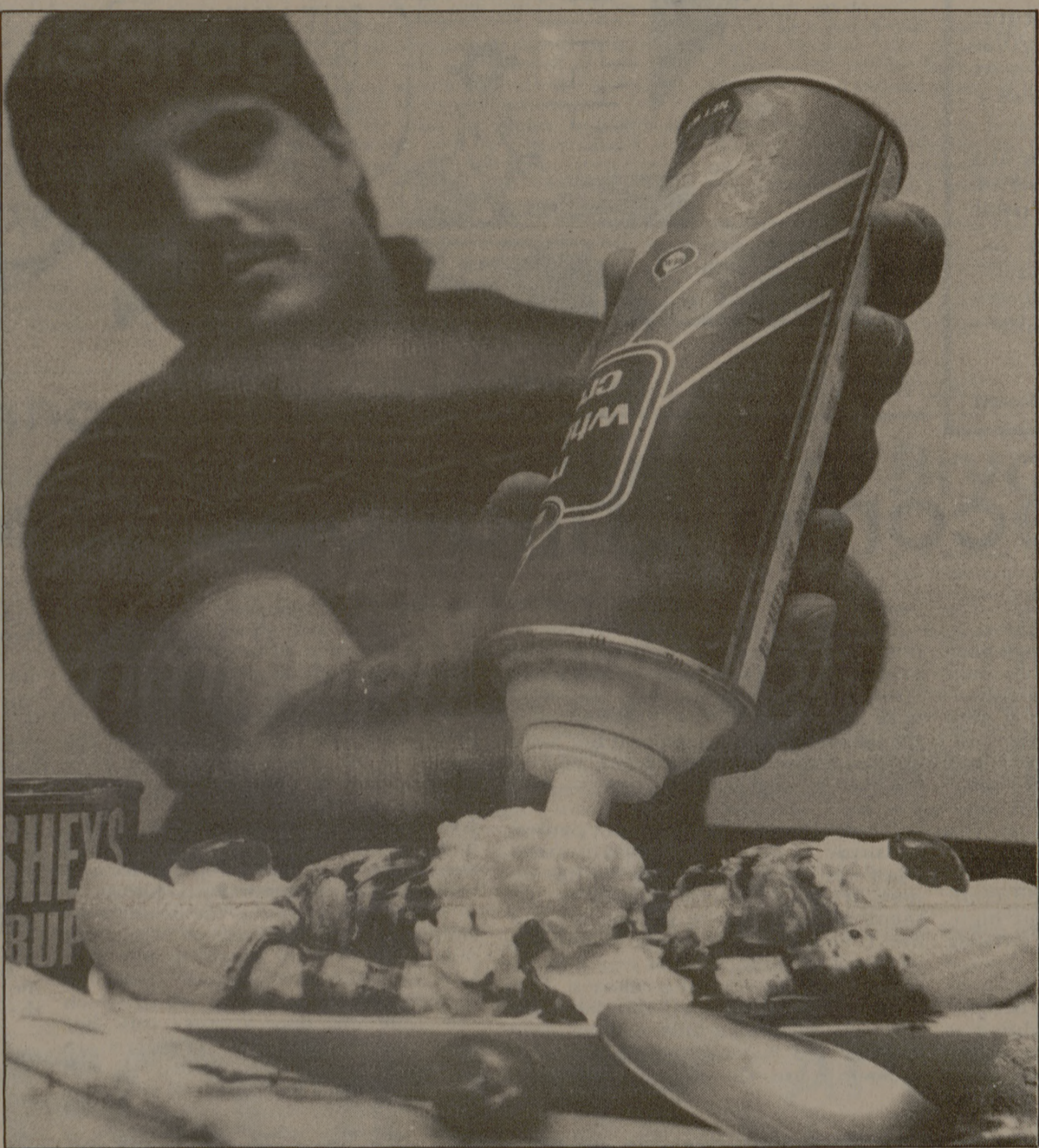
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- College Station polling places are:
- Precinct 8 — South Knoll Elementary School
 - Precinct 9 — College Station Community Center
 - Precinct 10 — College Station Police Station
 - Precinct 24 — College Hills Elementary School
 - Precinct 31 — A&M Consolidated High School
 - Precinct 32 — College Fire Station No. 2
 - Precinct 33 — Lincoln Center
 - Precinct 34 — College Station Central Fire Station
 - Precinct 35 — A&M Presbyterian Church

- Bryan polling places are:
- Precinct 4 — Carver School
 - Precinct 5 — Fellowship Hall
 - Precinct 6 — Edge Community Center

- Precinct 7 — Steep Hollow Community Center
- Precinct 11 — Crockett Elementary School
- Precinct 12 — Sul Ross Elementary School
- Precinct 13 — Henderson Elementary School
- Precinct 14 — Ben Milam Elementary School
- Precinct 15 — Fannin Elementary School
- Precinct 16 — Bowie Elementary School
- Precinct 17 — Travis Elementary School
- Precinct 18 — Bryan Central Fire Station
- Precinct 19 — Bonham Elementary School
- Precinct 22 — Army Reserve Center
- Precinct 23 — L.B.J. Elementary School
- Precinct 25 — American Legion Hall
- Precinct 26 — Bryan High School
- Precinct 27 — Bright Light Baptist Church
- Precinct 28 — Peach Creek Community Center
- Precinct 29 — Brushy Community Center
- Precinct 30 — Fellowship Hall
- Precinct 36 — V.F.W. Hall

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Going Bananas

Michael Adams, a junior at Texas A&M, finishes up his banana split with a touch of whipped cream.

Photo by Jamie Stewart

Arab terrorist on jet sought for TWA blast

ATHENS, Greece (AP) — Police in several nations said Thursday they were searching for an Arab terrorist suspected of planting under her airline seat a bomb that exploded later, killing four Americans. Police sources said the explosives were planted under seat 10F, which was blown out of the TWA jetliner over southern Greece on Wednesday. Italy's interior minister said that was the seat the woman had occupied on an earlier flight, and Greek police sources said she may have hid the bomb in a life preserver.

The woman, May Elias Mansur, was a passenger Wednesday morning on the Boeing 727 when it flew from Cairo to Athens, said the sources, who spoke on condition of anonymity. The jet then flew to Rome and the bomb went off during its return trip to Athens that afternoon.

An airport security official in Cairo confirmed that a Lebanese woman using that name boarded in Cairo.

The woman may have loaded plastic explosives into a life preserver under seat 10F during the flight from Cairo, then made a connection to Beirut at Athens, the Greek sources said. The bomb went off under that seat.

The Italian news agency ANSA quoted investigators it did not identify as saying the woman was Lebanese, but used a Jordanian passport in the false name of May Elias Mansur. The agency did not give her real name.

Maj. Gen. Hosni Farag, the Egyptian Interior Ministry assistant for the Cairo airport, gave this account in Friday's edition of the government-run newspaper Al-Ahram:

The woman completed pre-

boarding procedures later than the other passengers, and both airport and TWA security inspected her bags. She was given a thorough body search and the airline security director took her to the plane in a company car for luggage identification before she boarded.

Farag did not say why the woman was delayed, subjected to a body

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Reagan condemns bombing

SANTA BARBARA, Calif. (AP) — President Reagan on Thursday condemned the bombing of TWA flight 840 as a "barbaric, wanton act of international terrorism" and said no individual or group has been ruled out as the perpetrator.

White House spokesman Larry Speakes said Federal Aviation Administration experts in explosives and security have arrived in Italy and Greece and are investigating the in-flight bombing that killed four Americans.

A group calling itself the Arab Revolutionary Cell claimed responsibility for planting the bomb that exploded aboard the plane over Greece, Speakes said, but no group has been ruled out as being responsible.

Libyan leader Moammar Khadafy has denied involvement in the attack. Although the White House indicated from preliminary investigation that Libya did not appear to be involved, Speakes said the North African country has not definitely been ruled out.

"We will not speculate on who may be responsible," he said. "We have heard reports from Mr. Khadafy (denying involvement). We do not yet know who is responsible. His denials, by themselves, mean nothing."

Despite the attack, which killed four passengers and injured nine others, the United States is not issuing any international travelers' advisories, Speakes said.

The traveling public, he said, is aware of the dangers of terrorism in traveling abroad.

The International Air Lines Passenger Association, which said it has 30,000 U.S. members, said Thursday it was advising Americans not to travel in the Mediterranean area unless necessary.

Nicaraguan strike called retaliatory

WASHINGTON (AP) — Last month's incursion by the Nicaraguan Army into Honduras was aimed partly at retaliating against Honduran authorities for having released weapons and other supplies to anti-Sandinista rebels, U.S. officials said Thursday.

A senior intelligence official said that several weeks before the March 22 border crossing, the Hondurans released new assault rifles, rocket-propelled grenades and other supplies to the Contras that the rebels had acquired from undisclosed foreign sources.

The Hondurans "opened up the warehouses," said the official, who asked not to be identified.

The Contras need Honduran cooperation to gain access to the supplies sent to them. But Honduras, worried about provoking the Sandi-

nistas, has often withheld the equipment for extended periods. The rebels receive non-lethal equipment from the United States and acquire weaponry from other sources, the identity of which neither U.S. nor Contra sources will discuss.

The U.S. officials here, describing the administration's assessment of Nicaragua's reasons for moving into Honduras, said that in addition to providing the rebels with access to supplies, Honduras also has begun allowing the rebels to use infiltration routes into Nicaragua in western Honduras.

This area is far more strategic because it is closer to the densely populated areas of Nicaragua than the remote eastern region, where the Contras had been given a freer hand to cross the border, they said.

As described by the officials, the timing of the Nicaraguan incursion appeared to have little to do politically with the ongoing debate at the time in the U.S. Congress over whether to resume military aid to the Contras.

Meanwhile, the White House disputed statements, attributed to a senior Honduran official, that the United States exaggerated the recent border crossing and may have pressured Honduras into seeking U.S. aid.

At a briefing for reporters in Santa Barbara, Calif., where President Reagan is vacationing, deputy press secretary Larry Speakes said, "We have asked the government of Honduras for clarification."

Speakes was asked about an interview, published in Thursday's edi-

tions of The New York Times and The Miami Herald, quoting the official as saying, "The United States' interest was that this situation have the connotation of an international incident. We had no interest in this."

The official, who the newspapers said asked not to be identified, said Honduras denounced the attack only after a senior American diplomat pressed them for a more public reaction. He said the administration wanted such a statement to help it get money from Congress to arm rebels fighting Nicaragua's leftist government.

Asked specifically about the interview, Speakes said, "The allegations of U.S. pressure reportedly made by an unidentified Honduran official are not true. Those statements are a surprise to us..."

Shuttle commission calls for neutral safety panel

WASHINGTON (AP) — With the enthusiastic concurrence of America's most experienced astronauts, the Challenger commission on Thursday recommended that an independent safety panel oversee space shuttle travel to end a "kind of Russian roulette" in which NASA flies without fixing problems.

The safety panel, suggested by astronaut Henry Hartsfield, was instantly endorsed by commission chairman William P. Rogers, who said "all of us think there should be an independent safety panel of some kind." One commissioner said an astronaut should be on the panel.

The commission, at the mid-point of its four-month life, heard four of America's most experienced astronauts say they did not know or did not realize the seriousness of booster rocket problems. They disagreed over whether an escape mechanism should be added to the shuttle.

The astronauts' ignorance about the

rocket problems was another example of a communications breakdown within the National Aeronautics and Space Administration uncovered by the commission, which is trying to find the cause of the Jan. 28 explosion that destroyed Challenger and killed its crew of seven, including schoolteacher Christa McAuliffe.

Chief astronaut John Young said "The very biggest problem that must be solved before the space shuttle flies again is communications. Unless we take very positive steps to open safety communications and to identify and fix, early on, safety problems, we're asking for another shuttle accident."

Young said he personally favored establishing "an agency-wide flight safety organization similar to those of many airplane programs," but added he would support any better safety mechanism the commission recommends.

He added, "I wonder sometimes why, if the space shuttle is inherently risky, why we

should accept additional avoidable risks in order to meet launch schedules, and we do that sometimes."

Arnold Aldrich, the shuttle program manager at the Johnson Space Center in Houston and a key official in deciding when to launch, said some communications breakdowns figured in the Challenger accident.

One breakdown was that launch-eve concerns about the booster rocket's performance in cold weather were not passed to him, and another that he was not told about extensive NASA reviews of the booster design last summer.

After hearing Hartsfield describe the shuttle as "the most magnificent and fantastic machine," commission member Richard P. Feynman commented that it is also a risky machine with flaws and difficulties.

"I tried to figure out where the difficulty is in this system that made it go wrong," he

said. "The problem is communication and that communication will be fixed if you have the safety panel, if there is a member of the astronauts on the safety panel, because then you'll be fully aware of all the things that are unsafe."

NASA practice, Feynman said, is to review flight problems, agonize over them, and then decide to fly despite the problems. If nothing fails, he said, "it is suggested therefore that that risk is no longer so high. For the next flight, we can lower our standards a little bit, because we got away with it last time."

"An argument is always given that last time it worked," said Feynman, a physicist who has won the Nobel Prize. "It's a kind of Russian roulette. There was a risk, but you got away with it. But it shouldn't be done over and over again. When I look at the reviews, I find perpetual movement heading for trouble."

Hartsfield had said the astronauts want an independent safety observer in launch decisions, "somebody that's not worried about programmatic issues or anything, but just thinking safety."

Although most astronauts have said they never heard of problems with O-ring seals on the shuttle's booster rockets, astronaut Robert Crippen testified he had been told in a formal flight review in January 1985 that a leak was detected. Crippen was representing all the astronauts in that review.

"In truth, in my perception, it wasn't that much of a big deal," Crippen said, adding that he was not aware that a waiver had been issued which, in effect, acknowledged that catastrophe could result if the seal failed.

"If I had been aware of the change," he said, "I would have taken the problem much more seriously."